



Official Publication of The Minnesota Transportation Museum, Inc.



# MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343



JULY-AUGUST 1978

## ABOUT THE COVER

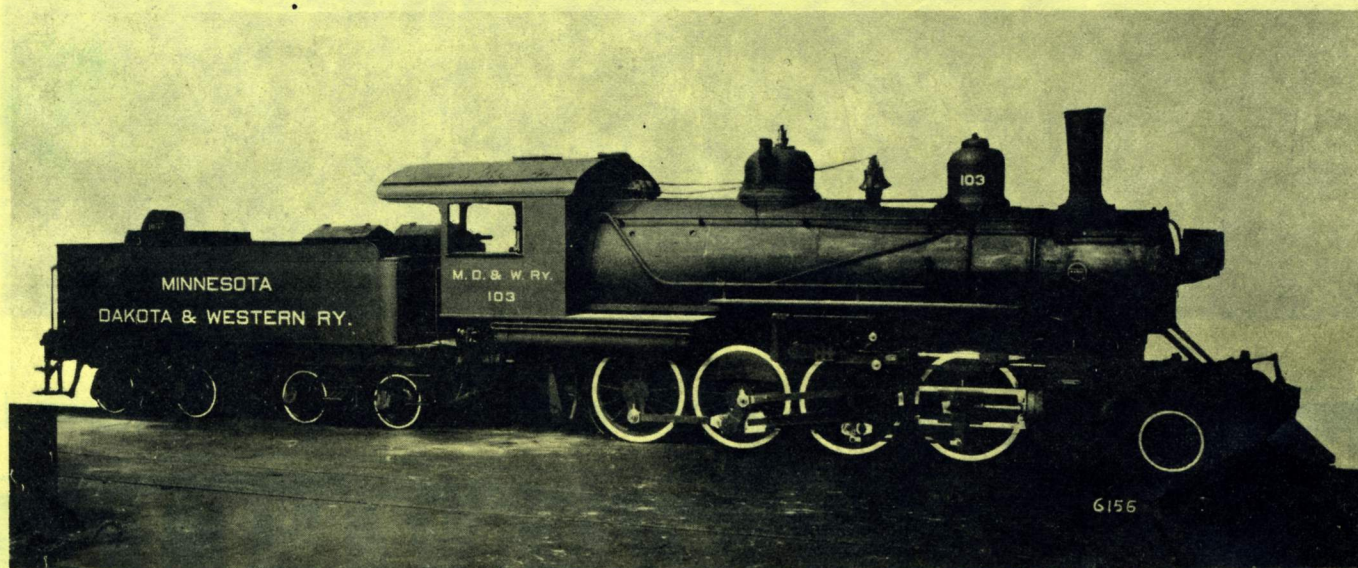
J. G. Brill Company builder's photograph of Strang Gas-Electric Car Company's "Irene" which was eventually sold to the Dan Patch Electric Lines. "Irene" inaugurated passenger service from Minneapolis to Savage July 4, 1910, and thence to Northfield December 1, 1910. Refitted with General Electric Co. equipment in May, 1913, the car was retained by the successor Minneapolis, Northfield & Southern Ry. and continued in service until its retirement in 1932. The M. N. & S. Ry. took over the Dan Patch Electric Lines 60 years ago, August 6th, 1918.

## A REMINDER

Membership meetings have been discontinued during the summer months. The next meeting is scheduled for September 19th. The time and place will be given in the September-October issue of the Minnegazette.

## WELCOME NEW MEMBERS!

Since the last issue of the Minnegazette, the following persons have joined M.T.M. Earl Adams, Stillwater; James Albrecht, Bloomington; Morrie Arenson, St. Louis Park; William Cass, Cedar Rapids (Iowa); Craig Hinton, White Bear Lake; William Rolshouse, Minneapolis; George Sennhauser, Jr., Robbinsdale; Scott Wardrope, Minneapolis; and Bernard Flanagan, St. Paul.



103 was built in 1916 by the Baldwin Locomotive Works for use on the logging lines operated by the M. D. & W. out of International Falls.



PRESIDENT'S MESSAGE

Great News! On June 1st we were notified by the Minnesota Historical Society that we will be the recipient of a \$12,000 grant. This was made available through the Society's grant-in-aid program for historic sites and is intended for use at the Como-Harriet Streetcar Line this summer. This fine gift will be put to use on such projects as the completion of the northern extension, landscaping, improvements to the loading areas, and improvements to the car servicing facilities.

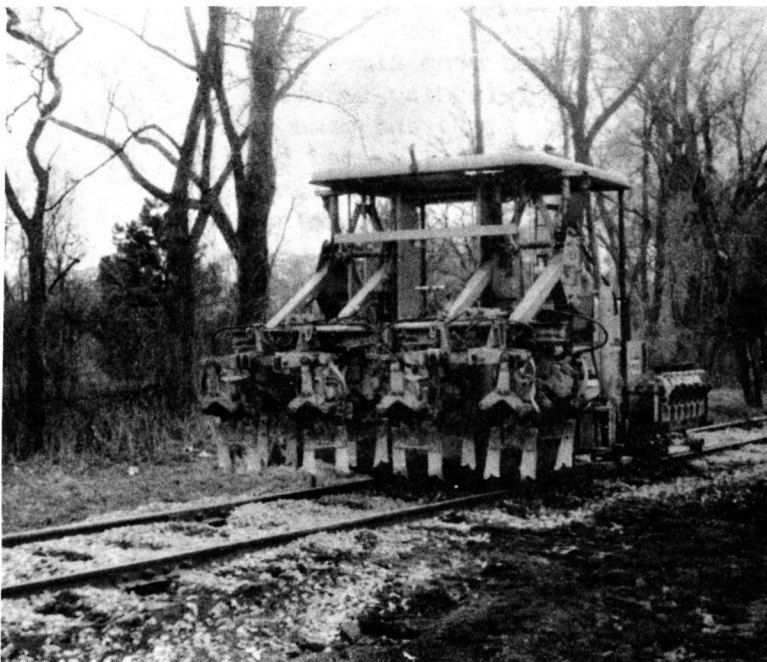
Also, special thanks to our roving "Vice President in Charge of the Impossible" John Larkin, who arranged for and personally directed the recent move of two former Chicago Transit Authority 4300 series elevated cars from Chicago to secure storage in New Brighton. These cars will serve as parts sources for future car restoration projects. Thanks also to the railroads who handled this difficult movement without so much as a major hitch. The patience and consideration shown by the Soo Line and its crews during this move was especially appreciated.

Remember, Wednesday night is restoration night at the Como Shops. Show up anytime after 6:30 p. m. and we will guarantee a richly rewarding evening. See you there!

Thanks,

Sandy

Machines, crushed rock ballast, and skilled know-how produced the result shown at the right.



SAFETY RECOMMENDATIONS

We have been using two brands of wood preservatives, including one product called "Wood Life", on streetcar bodies and other woods exposed to the weather. These products contain a substance known as pentachlore which inhibits rot. The substance is cited in one medical textbook as a cause of aplastic anemia, a disease which destroys the body's bone marrow. The label contains a warning about inhaling the fumes and contact with the skin. This warning should be taken seriously.

Recently a young doctor died of this disease. The cause was attributed to the fact that he had used wood preservative while building a summer cabin. The disease is difficult to treat and in this case the person died in less than a year after contracting it.

So, remember these tips in using wood preservatives:

1. Don't use it unless you have a good reason.
2. Use it only in a well-ventilated place, preferably outdoors.
3. ALWAYS use a face mask and rubber gloves.
4. Don't inhale concentrated amounts of the fumes.
5. If you get it on your skin, wash it off IMMEDIATELY. Don't use it if you have cuts or abrasions on your hands.

Bill Graham

THIS IS YOUR LIFE, 1300

During the past several years your editor has been asked many times just where did 1300 operate during its years of service on Twin City Lines. I finally got around to researching my old records at M. H. S. and came up with some answers, in honor of 1300's 70th birthday. As TCRT seemed to do things in a complicated manner, it is difficult to briefly summarize 1300's experiences. Other cars in the same order did some unusual things so these have been mentioned as well.

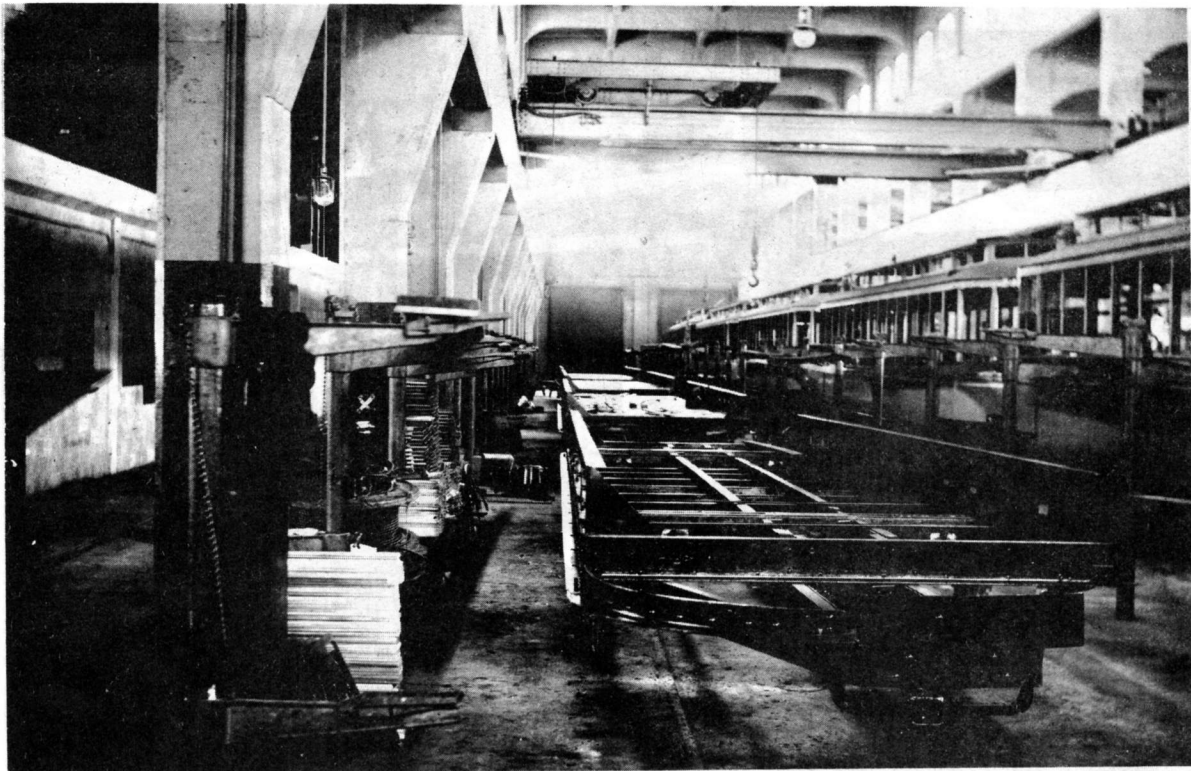
1291-1309 were the first order of what TCRT called "fast cars" (equipped with G. E. 200 series 50 h.p. motors) and were assigned to Snelling Station, St. Paul, for use on the "Interurban" line to reduce running time and provide more frequent service. The St. Paul Southern Electric Ry. (St. Paul to Hastings) occasionally rented TCRT equipment; during January, 1919, 1302 had this distinction. (Thus TCRT cars did operate over all electric railway trackage in the metropolitan area with the exception of Central Warehouse Co.'s industrial line.)

During the summer of 1920 1300-1309 were operated out of Lake St. Station, Minneapolis, but the reason for this transfer was not indicated.

The program of rebuilding cars with front exit doors was well underway in 1920-1921 when the general superintendent decided to place them first on the four inter-city lines. Thus a major change in car assignments was necessary. As a result 1289-1300 (later joined by 1331-1332) were transferred to Duluth Ave. Station, St. Paul. (1286-1290 had been equipped with G.E. 200 series motors by 1913 and were classed as "fast cars".) These cars were used to provide the St. Paul-Wildwood extra service given Sundays and holidays over the Stillwater Division. Apparently their weekday assignments were on Seventh St., Fort Snelling, Seventh-Snelling, and Randolph-Hazel Park lines over the years.

64 cars, 1254, 1266-1328, were rebuilt with front exit doors in 1928 and received a major upgrading in mechanical and electrical equipment during the process. Upon completion on December 21, 1928, cars 1273, 1294, 1295, 1300 and 1307 were assigned to East Side Station, Minneapolis. By December 31, 1928, cars 1254, 1266-1307 were at East Side. Again, the reasons for this major rebuilding are not given in the company records, but company photographs imply they were assigned to the Como-Harriet line.

Equally unexplained is the selection of cars 1293-1327 for rebuilding to one/two man operation. The experimental cars were 1854 (the newest car) and 1328 (the newest rebuilt car). Our guess is that TCRT wanted to put their best effort forth introducing a controversial service and needed modern, reliable equipment. Upon completion November 24, 1931, cars 1298-1302 were assigned to Lake St. Station, Minneapolis. At first they would have operated on the Bloomington-Columbia Heights and Kenwood-E. 25th St. lines; as additional cars were rebuilt operations expanded to include the 28th Ave. S.-N. Emerson and 34th Ave. S. - N. Bryant lines.



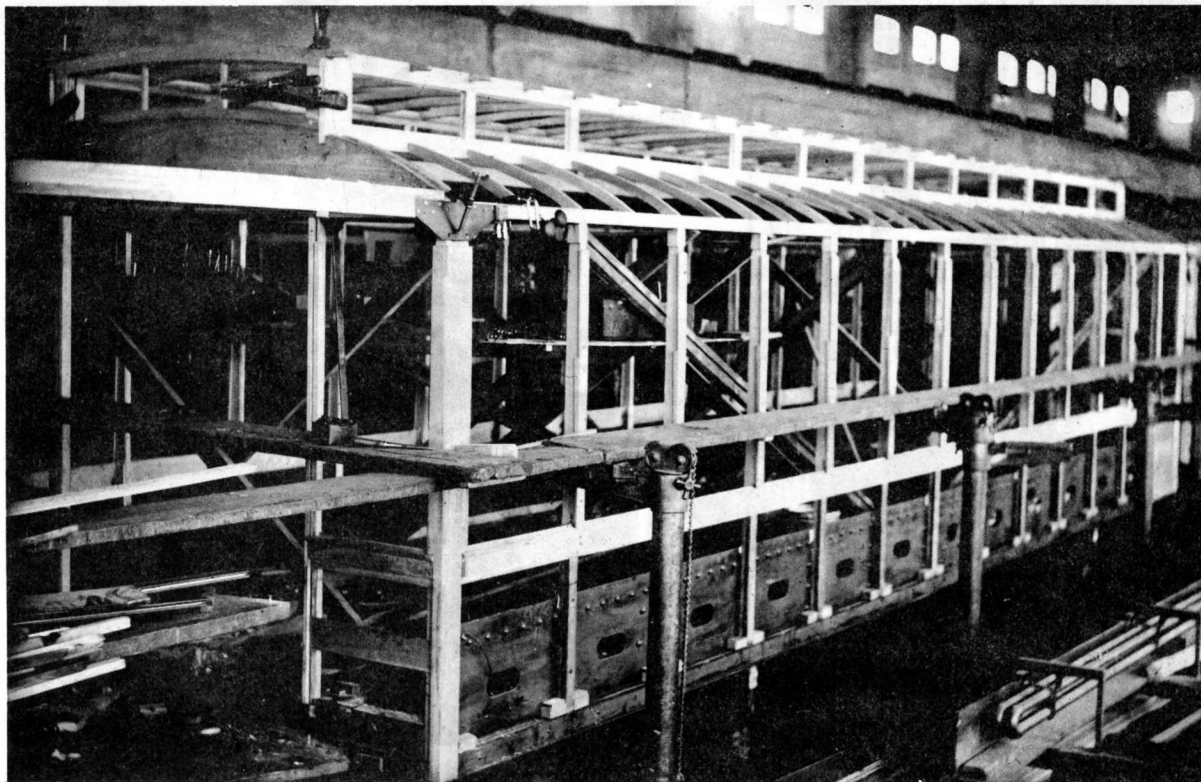
The photos on pages 5 and 6 were taken by TCRT about 1911-1912 in the Snelling erecting shop showing cars of the K-8 or L-8 class under construction.



In February, 1934, 1299-1301 were transferred to Snelling Station; but in either July or October of that same year were re-transferred to East Side Station, Minneapolis. East Side was the oldest operating station, having been constructed in 1891. Track centers were narrow and roof support posts between the tracks reduced clearances to inches on the wide TCRT-built cars. Older cars had the coal-fired heater located in the motorman's cab but the rebuilt cars had the heater located underneath the car body on the "gate side". The close clearances made it quite difficult for the mechanical dept. personnel to tend the fires on the rebuilt cars. By 1936 all older cars had been retired so the decision was made to assign all cars with all-electric heat to East Side Station to alleviate the fire-tending problem. On October 17, 1936, cars 1254, 1266-1328 were again re-united.

Lines operated out of East Side Station on which these cars were used included: Como-Harriet, Oak-Harriet, Bryant-Johnson, Grand-Monroe, Bloomington-Columbia Heights, and Plymouth-East 25th St. During 1953 1301-1304 were placed on the Inter-Campus. Mechanical breakdowns due to lack of maintenance in these last years of operation required additional cars for this service so 1300 was assigned to this line January 1, 1954, and 1305 on April 14, 1954.

On June 19, 1954, 1301 made TCRT's very last scheduled run; behind it was 1166 on a special trip to Brookside loop, the oldest car driven by the oldest motorman still working. On June 20, 1954, the Minnesota Railfan's Association operated the last fan trip using cars 1300 and 1775, both intended to be saved for museum purposes. 1775 lost out, and became the last car of TCRT to be dismantled and burned, August 13, 1954. 1300 was moved from the Snelling yards September 17, 1954, and on the following day the Milwaukee Road moved it to temporary storage in Hopkins, near the former Lake Minnetonka Division right-of-way.





# MINNESOTA STREETCAR MUSEUM

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August 2021

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